

REPORTING FORMATS
PREVIOUSLY EMPLOYED
TO GATHER MILEAGE
DATA FROM LSD AND

☐ FTB.

File - Energy Statistics (FY 1973
Base Year) Mileage and
Consumption

SUMMARY OF VEHICLE MILEAGE

April - June 1975

	<u>FY 1973 Adjusted Base Mileage for Quarter</u>	<u>Mileage for Reporting Quarter</u>	<u>Percent of Increase</u>	<u>Percent of Decrease</u>
Sedans and station wagons - LSD	312,380	328,096	5.0	
Buses and limousines - LSD	71,375	63,734		10.7
Light trucks:				
LSD	67,950	66,940		1.5
<div>STAT</div> <div> </div>	20,461	18,733		8.4
Totals	88,411	85,673	—	3.1
Heavy trucks:				
LSD	7,259	7,910	9.0	
<div>STAT</div> <div> </div>	51,306	51,077		0.4
Totals	58,565	58,987	.7	
Grand totals - All vehicles	<u>530,731</u>	<u>536,490</u>	<u>1.1</u>	<u>—</u>

The upswing in sedan mileage is a result of the continuing requirement to transport both staff individuals and documents in support of the investigating committees.

heavy-truck usage by LSD has increased because of the need to transport furniture for refinishing under the Office-Excellence program.

13 FEBRUARY 1960.

<u>LAST QUARTER</u>	
<u>GAS CONSUMPTION</u>	<u>MILEAGE</u>
JAN - MAR 79 47,854	458,273
JAN - MAR 80 48,345	443,067
4,509	13,206
BALANCE FWD	

Appendix C to Subpart F of Part 436— General Operations Energy Conservation Measures

- (a) The following individual measures or set of measures must be considered for inclusion in each agency 10-year energy management plan.
- (1) Federal Employee Ridesharing Programs—These measures would include the use of vanpooling and carpooling and would comply with existing GSA regulations governing parking.
 - (2) Fleet Profile Change—These measures would include energy considerations in equipment selection and assignment.
 - (3) Fleet Mileage Efficiency—These measures would be concerned with agency plans to implement existing orders and laws related to vehicle fuel economy.
 - (4) Driver Training—These measures would develop appropriate programs for training operators of U.S. Government vehicles in energy conservation.
 - (5) Maintenance Procedures Improvement—These measures would insure proper vehicle maintenance to optimize energy conservation.
 - (6) Operating Procedures Improvement—These measures should consider cooperative passenger shuttle and courier services on an interagency or other basis within each metropolitan area.
 - (7) Mass Transit—These measures would encourage employee use of existing services for business-related activities and commuting.
 - (8) Public Education to Promote Vanpooling and Carpooling—All agencies should consider measures to support the EPCA requirement to establish "responsible public education programs to promote vanpooling and carpooling arrangements" through their employee awareness programs.
 - (9) Elimination of Free or Subsidized Employee Parking—Free or subsidized employee parking must be eliminated on Federal installations in accordance with OMB Cir. A-118, August 13, 1979.
 - (10) Two-Wheeled Vehicle Program—Measures which encourage the substitution of bicycles, mopeds, etc. for automobiles for commuting and operational purposes should be considered. These could include the establishment of weather-protected secure storage facilities and restricted routes for these vehicles on Federal property. Also, cooperative programs with local civil authorities could be established.
 - (11) Consolidation of Facilities and Process Activities—These measures would include such measures as physical consolidation of operations to minimize intra-operational travel and may include facility closure or conversion. Alternative work patterns, availability of transportation, energy resource availability, and technical and financial feasibility are among the considerations that should be evaluated.
 - (12) Procurement Programs—In addition to existing regulations, these measures could include additional incentives for contractor energy conservation.
 - (13) Energy Conservation Awareness Programs—These programs would be aimed

toward gaining and perpetuating employee awareness and participation in energy conservation measures on the job and in their personal activities.

(14) Communication—These measures would include substitution of communications for physical travel.

(15) Dress Codes—These measures would allow employees greater freedom in their choice of wearing apparel in view of the new thermostat regulations.

(16) Land Use—These measures would include energy considerations to be employed in new site selection.

(17) Automatic Data Processing (ADP)—These measures would address all energy aspects of ADP operation and equipment selection.

(18) Aircraft Operations—Energy-conserving measures should be developed for both military and Federal administrative and research and development aircraft operations.

(19) GOCO Facilities and Industrial Plants Operated by Federal Employees—These facilities and plants should develop energy conservation plans that include energy efficient periodic maintenance measures.

(20) Energy-Conserving Capital Plan and Equipment Modification—Energy conservation and life cycle cost parameter measures should be developed for replacement of capital plant and equipment.

(21) Process Improvements—Measures to improve energy conservation in industrial process operations should be developed. These could include consideration of equipment replacement or modifications, as well as scheduling and other operational changes.

(22) Improved Steam Maintenance and Management—Measures to improve energy efficiency of steam systems should be considered. These could include improved maintenance, installation of energy-conserving devices, and the operational use of substitutes for live steam where feasible.

(23) Improvements in Waste Heat Recovery—Measures utilizing waste heat for other purposes should be considered.

(24) Improvement in Boiler Operations—Energy-conserving retrofit measures should be considered for boiler operations.

(25) Improved Insulation—Measures addressing the addition or replacement of insulation on pipes, storage tanks, and in other appropriation areas should be considered.

(26) Scheduling by Major Electric Power Users—Measures to shift major electrical power demands to non-peak hours, to the maximum extent possible, should be considered.

(27) Alternative Fuels—Measures should be considered to alter equipment such as generators to lower quality fuels and to fill new requirements with those that use alternative fuels. The use of gasohol in stationary gasoline-powered equipment should be considered, in particular.

(28) Cogeneration—Measures to make full use of cogeneration in preference to single-power generation should be considered.

(29) General Training—All agencies should consider measures to support the EPCA requirement to establish and implement "a

responsible public education program to encourage energy conservation and efficiency" through their employee awareness programs.

(30) Mobility Training and Operator Readiness—All agencies should consider measures which can reduce energy consumption through use of simulators, communications, computers for planning.

(31) Energy Conservation Inspection Instruction Teams—Agencies should develop measures which formalize and perpetuate review of energy conservation through inspections to determine where specific improvements can be made and then followed by an instruction and training program.

(32) Intra- and Interagency Information Exchange Program—Measures providing free exchange of energy conservation and experiences between elements of an agency and between other agencies in the same geographic area should be considered.

(33) Recycled Waste—Agencies should consider measures to recycle waste materials to include glass, aluminum, concrete, brick, garbage, asphalt road materials, and any material which requires a petroleum base.

(34) Coal Conversion—Measures to accomplish conversion from petroleum fuels to coal should be considered for appropriate equipment.

(35) Operational Lighting—Energy consumed in operational lighting at GOCO plants may be reduced by: switching off by means of automatic controls; maximizing the use of daylight by intelligent planning; keeping window and light fixtures clean and replacing fixtures when they deteriorate, rather than when they are altogether; providing automatic dimming controls to reduce lighting when work increases; and cleaning the work area by daylight, if possible, rather than by artificial lighting.

(36) Lighting Fixtures—Energy consumed in lighting can be increased. The following table reveals the relative efficacies of common lamp types.

Lamp type	Lumens/watt
Tungsten Lamp	92
Modern fluorescent lamp	85
Mercury halide lamp	100
High pressure sodium lamp	110
Low pressure sodium lamp	180

(37) Industrial Buildings Heating—Measures to improve the energy consumption of industrial buildings are: fixing hot roofs, walls and windows; fitting doors; fitting controls to heating systems of "economizer units" which circulate air back down from roof level to ground level; use of controlled ventilation; insulation of walls and roof; use of "optimisers" or optimum start controls to heating that the heating switch-on is dictated by actual temperature conditions rather than simply by time.

(38) Hull Cleaning and Antifouling Coating—Measures to reduce energy consumption through periodic cleaning of hulls and propellers to include the use of antifouling coatings.